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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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S-E-C-R-E-T

COUNTRY East Germany

SUBJECT Garz Airfield

REPORT

DATE DISTR.

17 February 1956

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This is UNEVALUATED  
Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

1. General

Reconstruction of this former Luftwaffe landing ground is near completion. A Soviet naval air unit has taken over the airfield. The site of a completely new east-west runway has been fully prepared and runway mats are to be laid by a special SAF construction team.

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2. Runway Details

- a. When reconditioning of this airfield began in the spring of 1955, there were the following three partly serviceable former Luftwaffe runways on the airfield:

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northwest-southeast approximately 950 m. in length and 45 m. in width;  
northeast-southwest approximately 750 m. in length and 45 m. in width;  
west-northwest/east-southeast approximately 900 m. in length and 40 m. in width.

The northwest-southeast and the northeast-southwest runways were made of concrete approximately 18 cms thick; coated with a layer of asphalt. The remaining runway was composed of very light cinder block material.

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- b. The former northwest-southeast runway has been reconditioned and extended at both ends. Its extremities now lie between MR 445 708 (site of former rail spur and MR 453 701. The new portions at both ends and a narrow strip on both sides, approximately 7 m. in width (five lengths of runway mats) have been laid on to a bed of packed gravel about 30 cms in thickness. There is now a serviceable runway of approximately 1100 m. with a width of approximately 60 m.
- c. The former northeast-southwest runway has been partly abandoned. The northeast area from MR 448 705 has been partially demolished; the remaining portion has been reconditioned as far as MR 446 703. The area between MR 446 703 and 444 701 has been prepared for the laying of runway mats and will be used as a taxiway. No portions of this runway have been widened. The section awaiting runway mats has a width of approximately 25 to 30 meters.

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- d. The former temporary west-northwest/east-southeast runway is almost entirely demolished.
- e. A completely new east-west runway has been prepared. It has a length of 1600 m. and extends between MR 444 701 and 460 701. This new stretch is approximately 55 to 60 meters in width and was initially planed level by bulldozers. The prepared ground was then flooded and packed with spiked rollers; thereafter, the entire strip was continuously rolled. At regular intervals piles of runway mats have been observed. No underfoundation has been laid on this strip and it is understood that the runway mats will be laid directly on the newly rolled surface.
- f. The runway mats have been shipped to the airfield directly from the USSR and consist mostly of reconditioned former American Lend Lease sheets. The actual Soviet runway mats are new and have been made to be completely interchangeable with the American pattern. A small SAF construction team on the airfield has laid all the runway mats adjoining the runway and runway extensions. No runway mats have been laid on the new runway. A Soviet technical officer remarked to a responsible German official that the SAF construction team will later complete the entire runway in less than five days. The strength of this SAF detachment, however, is not known. To date no more than approximately 60 SAF personnel have been observed on the airfield, apart from a small technical unit which is solely engaged in servicing visiting fighter aircraft.
- g. An additional narrow strip, approximately 20 m. wide, has been similarly prepared and extends between MR 446 706 and 443 701. There are similar piles of runway mats along this new strip. It appears to be intended for a taxiway (see Point 5 of Attachment 1).
- h. Apart from small portions in the newly reconditioned runways, no concrete has been laid on the airfield.
- i. All runway mats are of the normal pattern, made from sheet steel approximately 12 mm. in thickness.

### 3. Airfield Installations

This airfield was not badly bombed or demolished during WW II and consequently most of the former Luftwaffe buildings and installations are intact and in good condition. Very little renovation has been undertaken recently and no new installations have been constructed.

The main domestic site comprises approximately 15 brick barrack blocks which are mostly one-story high (see Point 14 of Attachment 1). There are also three hangars, located at Point 8 of Attachment 1, which are fully serviceable. The transformer and standby generator station is located in the extreme west-southwest corner of the airfield at Point 11 of Attachment 1. The power is supplied by an overhead grid from the nearby village of Neverow. Water is supplied from a deep well, located at Point 16 of Attachment 1, where new pumps have recently been installed in the former pump house.

### 4. Fuel Installation

- a. There is at present only one fuel installation on the airfield. This is a former Luftwaffe underground installation and is located at MR 443 703 at Point 10 of Attachment 1. A second underground installation was located at MR 446 701 (see Point 9 of Attachment 1), but these fuel tanks were dismantled during the early summer because they were lying in the direct area of the new runway.

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The capacity of the existing installation is unknown. There are no signs of any new fuel installations being constructed.

- b. All fuel supplies are brought to the airfield by road. Railroad tank cars arrive at the Ahlbeck railway station and unload their contents into convoys of tank trucks. The fuel is later emptied into the underground installation at Point 10 of Attachment 1. All aircraft have been refueled directly from these tank trucks.

#### 5. Airfield Communications

- a. No rail spur leads to the airfield. The former wartime track (Point 6 of Attachment 1) was removed and the rail bed was partly demolished. The former main line track, running due north of the airfield (see Point 7 of Attachment 1) is never used. All supplies to the airfield arrive by road from the nearest rail head at Ahlbeck.
- b. There is an excellent concrete road which links the airfield to the nearby village of Garz.

#### 6. Radio/Radar Installations

- a. At present there are no permanent radio installations on the airfield, and no radio trucks have been observed.
- b. At MR 442 700 there is a Token radar set which appears to operate more or less continuously throughout the day.

#### 7. Personnel

- a. At present there are approximately 1000 SNAF personnel stationed on the airfield. They are accommodated on the main domestic site at Point 14 of Attachment 1. In addition, there is a small SAF construction unit. Its present strength is unknown. Throughout the summer there was a small SNAF housekeeping party on the airfield which received supplies and personnel from Peenemuende. The main body of SNAF personnel arrived on the airfield during late November 1955.
- b. There are approximately 500 workmen from the Bau Union Brandenburg employed on the airfield. The entire detachment may possibly be withdrawn by mid-January 1956.
- c. A party of approximately 200 civilian political prisoners guarded by VOPO have supplemented the Bau Union Brandenburg detachment.
- d. The Bauleiter in charge of the airfield reconstruction is Herr Kockert from the Bau Union Brandenburg. He expects to be transferred to Ahrenshoop shortly where a dike-building program, previously postponed, is scheduled to begin again.

#### 8. Aircraft

Throughout the autumn months, after the northwest-southeast runway had been renovated, as many as six MIG-15's have used the airfield as a refueling and servicing point. These aircraft appear to be used on local air/air and air/sea live firing exercises and have very rarely stopped overnight. A small servicing detachment of SAF personnel spent approximately one week on the airfield before they were relieved by a similar party.

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Throughout the summer and autumn months an LI-2 transport aircraft landed daily on the airfield.

9. AA Defenses

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There are no AA defenses whatsoever on the airfield.

10. Miscellaneous

- a. This airfield is scheduled for completion by 31 December 1955 and is intended for a Soviet naval fighter landing ground.
- b. The majority of the Bau Union Brandenburg are scheduled to be transferred to two other projects as soon as their present task on Garz airfield has been completed. One of these projects is a new underground fuel installation at Koenigswusterhausen; the other one is at Hoyerswerda (Schwarze Pumpe).
- c. Naval air force personnel on the airfield have stated that Tutow airfield has been taken over by the SNAF.

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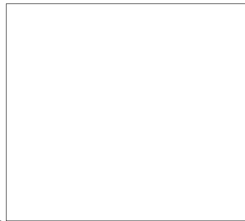
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KEY TO ATTACHMENT 2  
APPENDIX "A"



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1. Site of new runway 1600 m. in length and 60 m. in width awaiting laying of PSP.
2. Reconditioned and lengthened runway approx 1100 and 60 m.
3. Abandoned and partially demolished former runway surface.
4. PSP extensions to former NW/SE runway.
5. Portion of taxiway prepared ready for laying of PSP.
6. Former airfield rail spur now demolished.
7. Former single rail track now disused.
8. 3 hangars fully serviceable.
9. Former Luftwaffe underground installation now demolished.
10. Reconditioned underground fuel installation, capacity unknown.
11. Transformer and standby generator station.
12. Airfield fencing - mostly renewed barbed wire.
13. Overland electric grid.
14. Built-up area - mostly brick-built barrack blocks.
15. TOWER site.
16. Water pump house.

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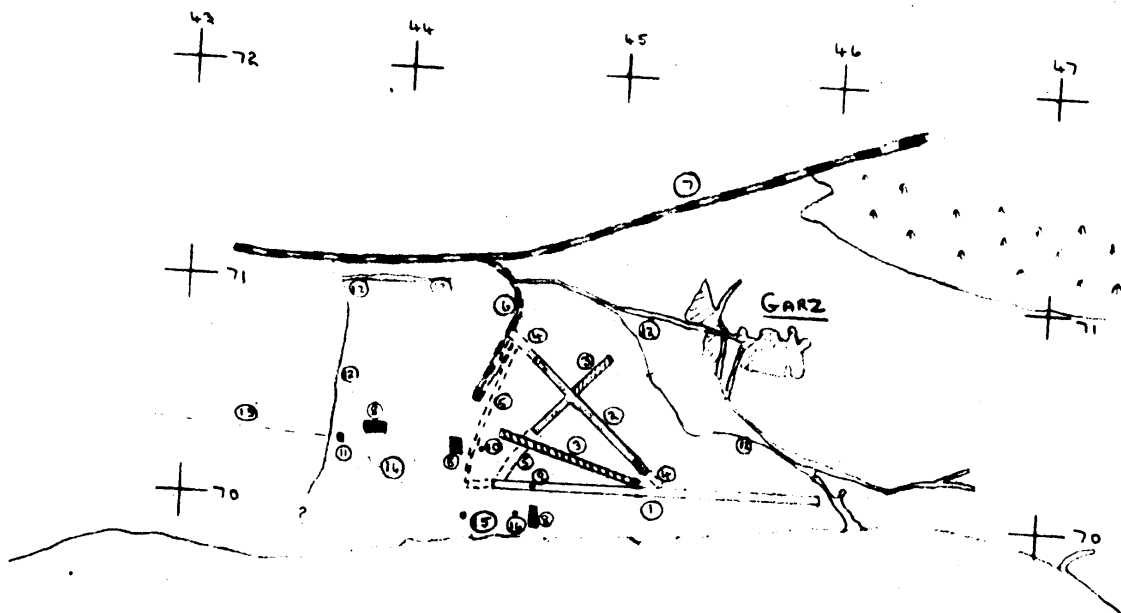
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Overview

Garz 1 23 000  
R 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100  
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APPENDIX "A"

ATTACHMENT 1



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GARZ (USEDOM) AIRFIELD  
as at 10-12-55

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